

**T**HE departure of two big steamers and the arrival of a labor agitator were the principle topics of interest on the wharves yesterday. Shortly after noon the Japanese liner Nippon Maru left for the Orient. She took a good many Orientals from here and several cabin passengers. The coal passers who had worked all night putting the necessary fuel aboard the steamer to carry her to Japan had stowed away a considerable quantity of gin in their skins and many of them were in a condition of semi-consciousness when the vessel left the dock. The freight handlers are great people to holly themselves along with liquor while they are working hard. They earn their money by the sweat of their brows and like to spend it as they please and a good deal of it goes for gin.

Promptly at 2 o'clock the big transport Meade pulled away from the Navy wharf on her way to Manila by way of Guam and Taku. It was a job getting the vessel straightened out and started for the mouth of the harbor as she is so long and the space that there was for her to turn in was none too large. The tug Fearless and the Meade had a tug-of-war for about three-quarters of an hour before the transport was finally headed for the mouth of the channel. In having his head pulled around the captain of the transport let go his stern line long before there was need of it and so all the hard work of pulling the vessel around developed upon the tug. Had the stern line been kept out the tug would have got away much easier. After the line was let go Captain Williams began to work the Meade with her engines and so he decided that instead of hauling his stern line aboard, to cut it and leave it here and get it when he returned. The tug and the big Manila line was hauled ashore and taken up on to a safe place to await the return of the transport. The cutting of the line was because the captain was afraid that it might become entangled with the propeller and delay the vessel. There was a good-sized crowd at the wharf to see the Meade off and as some of the passengers who arrived in her remained here they were also at the wharf to see their friends off on their long journey across the water.

There was a good deal of discussion among the laborers on the Queen's wharf yesterday afternoon regarding the merits of a speech which was delivered on the wharf at noon time by a delegate of one of the labor unions of the Coast. Soon as the noon whistles blew the man made his appearance with an interpreter and mounting a pile of freight, gathered the laborers about him and began his discourse on the trials of the laboring man in these islands. He abused the missionaries and the sugar barons. He spoke for free labor with a short day's work and plenty of pay. He told his listeners that they were working too long and getting too little pay and advised them to all join in a labor union which would take in the workers of all kinds and protect them in their wages. By so doing they would be able to earn more money and not work over eight hours a day unless they received extra pay at overtime rates. His clincher was the tale of how the sailors' union had raised the price of seamen's wages from thirty to forty-five dollars a month. The sailors were only able to accomplish this end by allying together and holding out for more money, refusing to work for less than the asked for. The dock laborers were advised to do this same thing.

Before the man had finished he was asked to leave the wharf. The way in which the invitation to get out was extended to him brooked no refusal and he went. His audience of laborers, however, caused them to talk a good deal among themselves and it is thought that a week or two at most will see something in the way of a union among the men who earn their daily bread on the wharves.

#### The Magic Line.

The gaining or losing of a day upon crossing the magic meridian was curiously illustrated in the case of Magellan, the Portuguese captain who sailed round the world from east to west in 1522, and having crossed the magic line of day's birth in his wanderings, his calendar became, of course, a day in the rear. The sailors were completely ignorant of this, and finding on landing at home that their Sabbath was falling on a Monday, they accused one another of tampering with the reckoning. It was not for some time that the true explanation was discovered. The converse case is made the hinge of the plot in Jules Verne's "Round the World in Eighty Days," where the author depicts an eccentric Englishman, Phineas Fogg, who made a wager that he would go around the world in 80 days. He accomplished his feat in what he thought was 81 days, but on arriving in London he found his friends anxiously expecting him, and discovered that he had just won his wager. He had crossed the magic line eastward, and had forgotten to subtract the day he had thus gained. To put the matter another way: in sailing around the world eastward the days are each a little less than 24 hours, according to the speed of the ship, as the sun is met every morning a little earlier. These little differences added together will amount in the course of the circumnavigation to 24 hours, giving the sailors an extra day, not in imagination, as in sober truth, as they will have actually eaten an extra day's food and consumed an extra day's grog. On the other hand, in sailing westward, the sun is overtaken a little each day, and so each day is rather longer than 24 hours, and clocks and watches are found to be too fast. This also will amount, in sailing round to the starting point again, to one whole day, by which the reckoning has fallen in again.

rear. The eastern ship, then, has gained one day and the western ship has lost one, leading to this apparent paradox that the former ship has a clear gain of two whole days over the latter, supposing them to have started and returned together.—American Shipbuilder.

#### Troubles of the Transports.

The "skippers" on the transport Arctic are out on a strike because they were ordered to whitewash the quarters of the animals aboard the vessel. They claim that their duties end with the care of the animals aboard the vessel and on this ground they refuse to go painting. What will be done in the matter remains to be seen. The work was going on yesterday, but the "skippers" were sightseeing. They claim that they are not painters and did not hire out to Uncle Sam as painters. The quartermaster in charge is in command of the vessel and as the men have refused to obey his orders they are liable to lose their jobs if they persist in their refusal to do the work ordered.

On the Meade the chief engineer had a lot of men in the fireproof who tried to play sick and in this way get out of doing their work. On the way down one of these men was taken to the doctor several times when he complained of being too ill to work and the doctor could find nothing the matter with him he was ordered to work. He refused and was put in irons. He claims that he was brutally treated and had hot water dropped on his head as punishment for his refusal to labor. Two others in the coal passer's room were men utterly unfit for the work who got places on the transport as they wanted to go to Manila and said they were willing to work their way. When they had been at the labor for several days they decided that they did not like it and so as there were none to take their place they have a big roar because they were compelled to keep at the work until arrival here when they were promptly fired. Their places were filled before the Meade left yesterday and the chief was particularly to take men who wanted to work for the money there is in it and not for their passage.

#### Transport Service.

During the year there was transported to and from the United States on the army transports 104,422 persons, 13,397 animals, 210,683 tons of freight and 2,523,836 packages. Of these 46,870 persons were sent to the Philippines and 29,654 persons returned from the Philippines to the United States. There were carried to the Philippines 191,080 tons of freight, but none returned to this country. The expenditures of the army transport service were: For purchase of vessels, \$549,150; for charter of ships, \$8,974,004; fitting up and repair of transport ships, \$5,800,312.

#### Appeal Filed.

SAN FRANCISCO, Dec. 2.—The Wilder Steamship Company has filed an appeal in the United States circuit court of appeals in the case of George U. Hind, C. A. Spreckels and others, owners of the barkentine William Carson, against the Wilder Steamship Company, owners of the steamer Claidine. The case was tried in the circuit and supreme courts at Honolulu. It appears that there was a collision between the two vessels and that a judgment for \$55,000 was rendered in favor of the plaintiffs.

#### To and From.

SAN FRANCISCO, Dec. 6.—The schooner H. C. Wright reached port yesterday eighteen days from Hana, with a cargo of 6,850 bags of sugar. The bark Mohican arrived from Honolulu after a passage of twenty-six days with 20,632 bags of sugar. The bark R. P. Athet sailed yesterday for Honolulu with a cargo of general merchandise. The schooner Reporter sailed yesterday from Gray's harbor for Honolulu; the schooner Compeer sailed December 4, from Port Townsend for Kahului; the ship viard from Savannah to Honolulu, was spoken November 14, in latitude 34 57 N. longitude 179 12 W; the Alameda sailed December 3 for Honolulu and San Francisco from Sydney; the ship Star of Russia arrived at Seattle December 3, from Honolulu; the Miowera sailed from Sydney for Vancouver via Honolulu, December 3.

#### ARRIVED.

Sch Kawaiiani, Moses, from Mokohi rock.

#### DEPARTED.

Thursday, December 13.  
S. S. Nippon Maru, Green, for China and Japan.  
U. S. Army transport Meade, Willson, for Manila via Guam and Taku.  
Str Ke Au Hou, Tallet, for Elsiele, Hanapepe, Makaweli, and Kona ports.  
Gas sch Eclipse, Townsend, for Kahala, Makena, Kihel and Kona ports.

#### LEAVING TO-DAY.

S. S. Zealandia, Dowdell, for San Francisco, 4 p. m.  
Str Upolu, Dalton, for Honolulu and Kona ports, 10 a. m.

#### HONOIPU.

To depart, December 12, sch John G. North, for San Francisco.

#### ZEALANDIA PASSENGERS.

The following persons have secured passage on the Zealandia which leaves today at 4 p. m.:  
W. H. Rock, F. T. Barlow and wife, John Derrig and wife, H. B. Gehr and child, August Dreier, wife and child, H. Svkes, E. M. Quinn, Capt. Palmer, Geo. Toombs, J. C. Good and wife, Mrs. E. T. Krouse and daughter.

## OCEANIC STEAMSHIP CO.

### TIME TABLE

From and After January 1, 1900

OUTWARD.				
Stations.	Daily	Daily	Daily	Daily
	ex	ex	ex	ex
Honolulu	1:30	9:15	11:55	3:15
Pearl City	2:00	9:45	12:25	3:45
Ewa Mill	2:30	10:15	12:55	4:15
Waikeke	3:00	10:45	1:25	4:45
Kahuku	3:30	11:15	1:55	5:15

INWARD.				
Stations.	Daily	Daily	Daily	Daily
	ex	ex	ex	ex
Kahuku	4:00	11:45	2:25	5:45
Waikeke	4:30	12:15	2:55	6:15
Ewa Mill	5:00	12:45	3:25	6:45
Pearl City	5:30	1:15	3:55	7:15
Honolulu	6:00	1:45	4:25	7:45

G. DENNIS, Superintendent. F. C. SMITH, P. & T. A.

#### MOVEMENTS OF STEAMERS.

Steamers due and to sail for the next thirty days are as follows:

Steamers	From	Due
NIPPON MARU—San Fran.	Dec. 13	13
SERRA—San Francisco	Dec. 18	18
RIO DE JANEIRO—San Fran.	Dec. 21	21
WARRIMOO—Victoria	Dec. 22	22
COPTIC—San Fran.	Dec. 29	29
ZEALANDIA—San Fran.	Jan. 2	2
DEPART.		
Steamers	For	Depart.
ZEALANDIA—San Fran.	Dec. 14	14
AMERICA MARU—San Fran.	Dec. 15	15
MOWERA—Victoria	Dec. 19	19
ALAMEDA—San Fran.	Dec. 20	20
EKING—San Fran.	Dec. 25	25
GALIC—San Fran.	Jan. 1	1

A government transport from San Francisco, carrying mail, is due about the 8th and 23d of each month.

#### YESTERDAY'S WEATHER.

Diamond Head Signal Station.—10 p. m.—Weather cloudy, wind, fresh, northeast.

J. E. Brown, Miss J. Cook, Jos. R. Agassiz, Rev. J. C. Hay, Wm. Fink, F. L. Hoogs, Mr. and Mrs. Fraser, A. A. Young, N. H. Williams, Judge R. J. Tobin, Miss Cooper, Mrs. Gaskill, E. J. Walker and wife, Wm. Haywood, wife, two children and nurse, C. Leonard, H. McK. Harrison, E. J. Waterman, C. S. Desky, Miss Glynn, Miss F. Ballinger, J. Cargill, Carl Cooper, J. P. McCoy, S. Hoxie, Clark and wife, Capt. Ahlborn, wife and child.

#### Notice.

Sealed proposals will be received until 12 m., January 5th, at the office of the undersigned, for the supplying of this department, for the term of six months ending June 30th, 1901, with

WHEAT HAY, (Large bales)  
OATS, (A 1 Col.)  
BRAN, (Coarse).  
Delivery to be made at stations and in quantities as required.  
KENNETH R. G. WALLACE,  
Secretary Board of Commissioners.  
Honolulu Fire Department.

#### Notice.

To Shippers Per S. S. "Zealandia." Notice is hereby given that no freight of any kind whatsoever will be accepted by the Agents on the day of sailing.

WM. G. IRWIN & CO., LTD.,  
General Agents.

#### Notice.

To Consignees S. S. "Zealandia." The S. S. "Zealandia" has been entered at Customs, and will commence discharging cargo at the Oceanic Steamship Co.'s wharf, December 11th, 1900.

Consignees will please call at the office of William G. Irwin & Co., Ltd., Fort Street, and pay freight and receive their orders.  
All merchandise when landed upon the wharf will be at the risk of the owners or consignees, and if not removed within twenty-four hours after 5 p. m. of the day on which it is landed, will be stored or left on the wharf at the risk and expense of the owners or consignees.

OCEANIC STEAMSHIP CO.,  
WM. G. IRWIN & CO., LTD.,  
General Agents.

## BRACE UP!

Don't let your past errors wreck the happiness of your life. You can be cured. Over 8,000 such men as you have been cured during the past year by my

DR. SANDEN

ELECTRIC BELT

if you have failed in other means that is no argument against it, for nine out of ten of its cures were made after all else had failed. It pours vitality into the nerves and muscles, restoring the wasted powers, and it must cure. It is worth its weight in gold, for it saturates the weakened body with new life, new vigor, new vitality.

Send for free book, which explains all. Consultation and advice free. Office hours, 9 to 6; Sundays, 10 to 1.

NEVER SOLD IN DRUG STORES.

DR. A. T. SANDEN,  
Cor. Market Street and Grant Ave., San Francisco, Cal.

## Oceanic Steamship Co.

### TIME TABLE.

The steamers of this line will leave this port as hereunder:

FROM SAN FRANCISCO.		FOR SAN FRANCISCO.	
Sierra	Jan. 14	Zealandia	Dec. 14
Alameda	Jan. 21	Alameda	Dec. 21
Zealandia	Jan. 28	Zealandia	Jan. 5
Sonoma	Jan. 28	Sonoma	Jan. 6
Mariposa	Jan. 28	Mariposa	Jan. 26
Sierra	Feb. 12	Sierra	Jan. 29
Zealandia	Mar. 2	Zealandia	Feb. 12
Ventura	Mar. 2	Ventura	Mar. 6

In connection with the sailing of the above steamers the agents are prepared to issue, to intending passengers, COUPON THROUGH TICKETS by any railroad from San Francisco to all points in the United States, and from New York by any steamship line to European ports.

FOR FURTHER PARTICULARS APPLY TO

## WM. G. IRWIN & CO.

GENERAL AGENTS OCEANIC S. S. CO.

## Pacific Mail S. S. Co.

Occidental and Oriental S. S. Co. and Toyo Kisen Kaisha

Steamers of the above Companies will call at Honolulu and leave this port on or about the dates below mentioned:

FOR JAPAN AND CHINA.		FOR SAN FRANCISCO.	
NIPPON MARU	Dec. 13	AMERICA MARU	Dec. 15
RIO DE JANEIRO	Dec. 21	PEKING	Dec. 21
COPTIC	Dec. 29	GALIC	Dec. 29
AMERICA MARU	Jan. 5	HONGKONG MARU	Jan. 8
PEKING	Jan. 15	CHINA	Jan. 15
GALIC	Jan. 23	DORIC	Jan. 26
HONGKONG MARU	Jan. 21	NIPPON MARU	Feb. 2
CHINA	Feb. 8	RIO DE JANEIRO	Feb. 12
DORIC	Feb. 16	COPTIC	Feb. 19
NIPPON MARU	Feb. 26	AMERICA MARU	March 1

FOR GENERAL INFORMATION APPLY TO

## H. HACKFELD & CO., Ltd.

Agents.

## American-Hawaiian S. S. Co.

Direct Service Between New York, Pacific Coast and Hawaiian Islands.

S. S. AMERICAN has left New York for this port, via San Francisco, Tacoma, Seattle and Nanaimo, on October 30th.

S. S. HAWAIIAN will be dispatched from New York on or before December 30th, for San Francisco, Puget Sound and Nanaimo, en route to Honolulu.

Freight received at Company's wharf, Forty-second Street, South Brooklyn, at all times.

For Further Particulars Apply to

## H. HACKFELD & CO., Ltd.

AGENTS, HONOLULU.

## Canadian-Australian Royal Mail Line.

Steamers of the above line, running in connection with the CANADIAN PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., and Honolulu, and Brisbane, Q., are

### DUE AT HONOLULU

On or about the dates below stated, viz:

From Vancouver and Victoria, B. C., or Brisbane, Q., and Sydney.		From Sydney, Brisbane, Q., for Victoria and Vancouver, B. C.	
WARRIMOO	Dec. 22	MOWERA	Dec. 19
MOWERA	Jan. 19	AORANGI	Jan. 16
AORANGI	Feb. 16	WARRIMOO	Feb. 13
WARRIMOO	March 16	MOWERA	March 13
AORANGI	April 13	AORANGI	April 10
AORANGI	May 11	WARRIMOO	May 8
WARRIMOO	June 8	MOWERA	June 5

THROUGH TICKETS issued from Honolulu to Canada, United States and Europe.

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GENERAL AGENTS.

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SPECIAL ATTENTION PAID TO UNDERTAKING and EMBALMING

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Just received a large invoice of California and American Saddles. Also a fine lot of Light Harness and Trimmings which will be sold at Rock Bottom Prices. Largest and best assortment of Whips, Brushes and Bits in Honolulu. Drop in and be convinced. Repairing promptly executed at reasonable prices.



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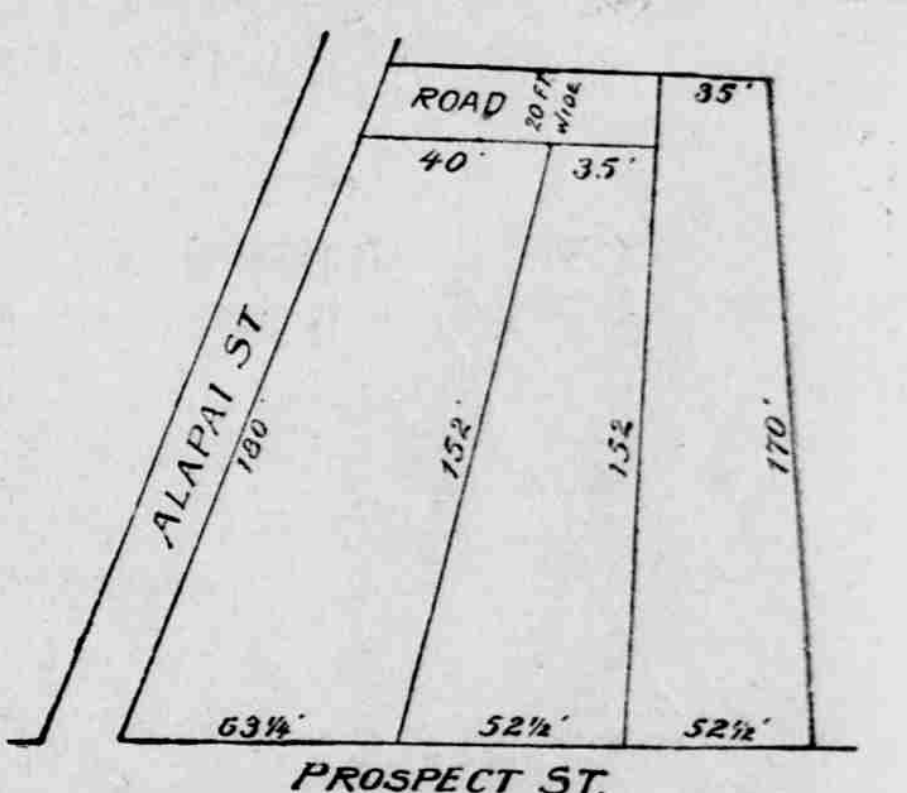
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